Oscar E. Sette, Chief 5-49
Jordan Hall
Stanford University, Calif.

the magazine of PACIFIC FISHERIES

TUNA fisherman

SEPTEMBER 1948

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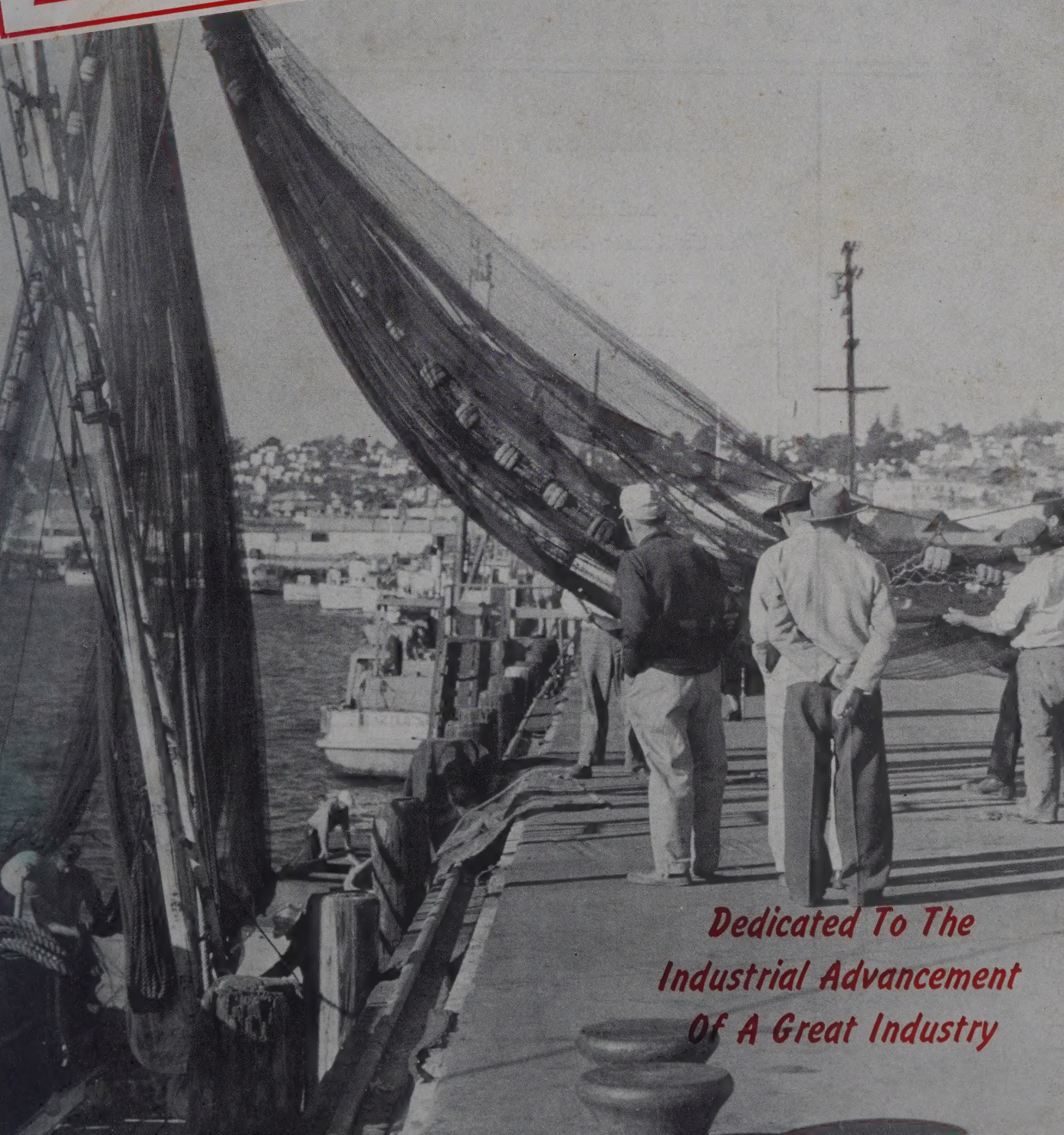

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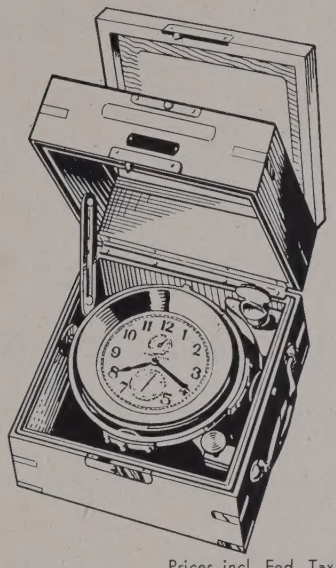

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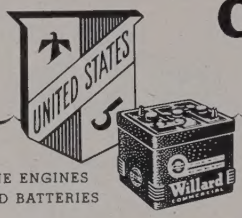

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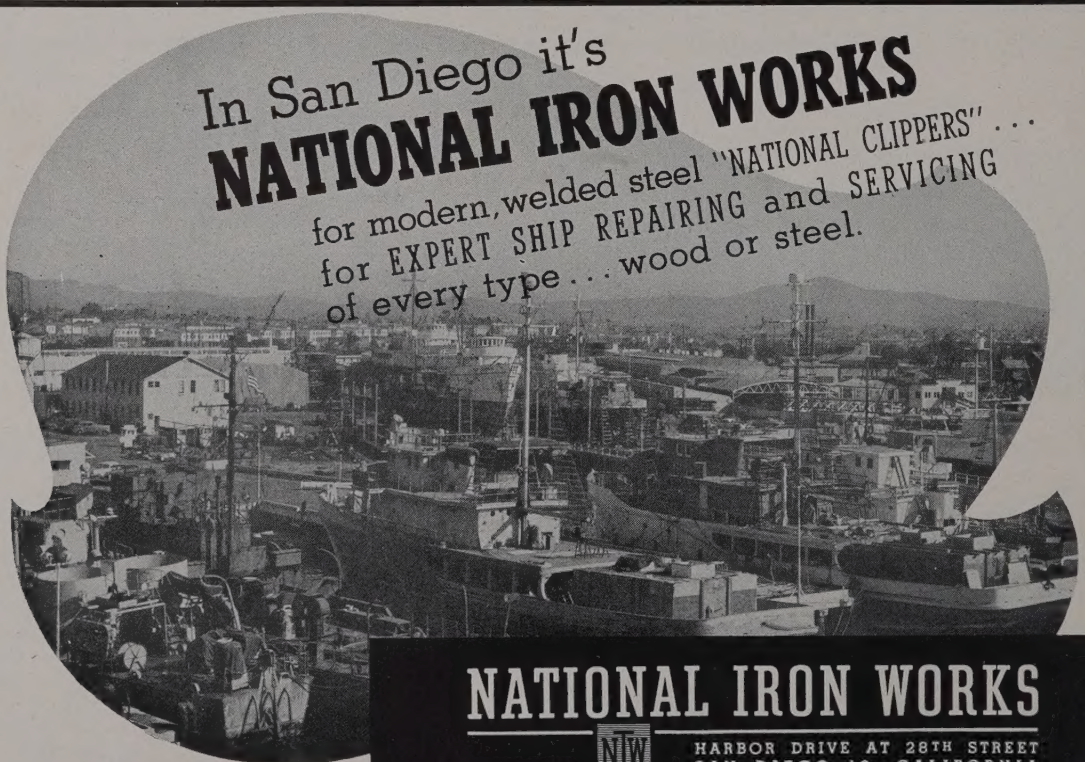

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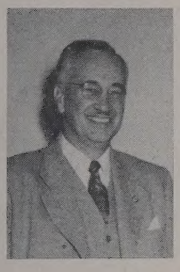
In This Issue:

Oscar deBeck, publisher, *Tunamag*, has got to the point wherein most of his working time is taken up with answering letters from friends, enemies, and just plain old-fashioned information-seekers. So, in this issue, he came up with a happy idea. The result is a column entitled *Let's Talk It Over*, and it is to be retained as a regular monthly feature of *Tunamag*. Alarmed over the ramifications facing the commercial fishing industry should Proposition 15 become law, deBeck has devoted his first column to an analyzation of the suggested measure. The tone of this "first," however, does not mean that his future subject material will be identical, or even similar. A large range of arcana relative to the commercial fishing catch-as-catch-can will be treated with, and, although the philosophy deBeck will express from time to time may not coincide with your own, it's our guess that he'll always be interesting and informative. He's on page 5.



•

Marine Press Associations' Mike Gibbons has dredged up an article this issue that, taking one point for another, makes good reading, is informative, and puts a new light on the boat tax situation. You'll find it on pages 14 and 15 of this issue, and, if Gibbons carries out his promise, there'll be more about the same subject in future *Tunamags*. Watch for them; they should be interesting. Gibbons is a capable reporter, as any number of Metropolitan newspapers and magazines can testify, and he knows the waterfront.

•

Last week *AFL's* hard-boiled Les Balinger very nearly blew his boiler over Proposition 15. The measure which, as everyone in the commercial fishing industry knows, is designed to close for three miles out the waters from San Simeon Point to Mexico's border against purse seiners and round haul netters, he termed "chaotic." *MPA's* James McLean heard the tremors and went over to see the gentleman, who, by the time he arrived, had cooled a bit, but still was on the choleric side. The Cannery Workers' and Fishermen's Union Secretary-Treasurer gave McLean a good story, and McLean wrote it up as only a former War Correspondent and political reporter could do it. You'll find it on page 8.

the magazine of PACIFIC FISHERIES

TUNA fisherman

A Journal, Published Monthly at San Diego, California, Serving the West Coast Fishing Industry

Volume 2 SEPTEMBER, 1948 Number 4

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The magazine TUNA FISHERMAN is published monthly in California. Editorial and executive offices are at 205 Broadway Pier Building, San Diego, California. Radio-telephone identification, "TUNAMAG." Telephone FRANKLIN 9-1397 and 9-1398. Subscription, U. S. and Poss., 1 year $3.00, 2 years $5.00, 3 years $7.00 and single copies 25c. Entered as 2nd class matter, February 19, 1948, at the Post Office at San Diego, Calif., under the Act of March 3rd, 1879. Oscar de Beck, EDITOR AND PUBLISHER; Bert Rice, ADVERTISING MANAGER; G. H. Munkelt, ART DIRECTOR; John de Beck, STAFF ASSOCIATE; Sheddo Russo, MONTEREY CORRESPONDENT; George Eres, SAN PEDRO CORRESPONDENT; with 5 other domestic and 18 foreign accredited correspondents. Publication rights of all contents reserved by the magazine TUNA FISHERMAN.

One of the many interesting scenes found along the waterfront for the idle observer, or *TUNAMAG* cameraman, is the loading of nets aboard purse seiners. Here, John de Beck, staff photographer and reporter, caught crew members loading nets on the *FRANCIS*, owned by the Camarda brothers of San Diego.

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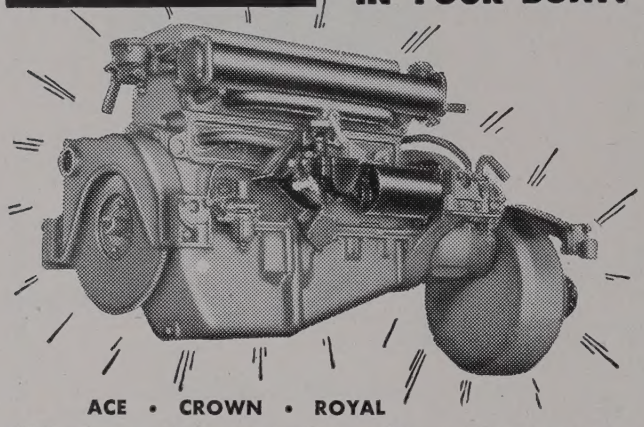

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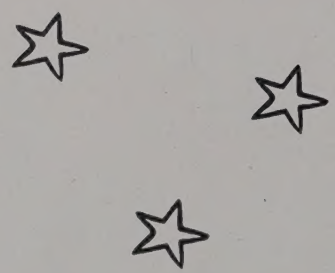

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Let's Talk It Over

Human Relations: There is no definition in the dictionary for this profound combination of two simple words. As I see it they mean mutual understanding of mutual problems. Basically, that is what the world today is striving for. Does it not necessarily follow that *human relations* must be applied to every man's every day life and pursuits in order to make it possible for it to become operative and successful on a larger nation to nation scale?

During war time there exists by necessity a common bond between the people of our nation. This bond is one which causes all persons to strive for a quick solution to a misunderstanding between two or more nations. Let us forget who may be right and who may be wrong.

Before a similar bond can exist in an industry all persons concerned must have a common feeling for the common good of all involved in that particular industry. Today, the fishing industry of California and its components are faced with a serious legislative threat directed at its very foundations, and the livelihood of many thousands of workers. It would indeed be tragic to have a disunited industry—one lacking in *human relations*, permitting the people of California to make Proposition 15 law. This is what will occur if the fishing industry of California continues unwilling to see the other fellow's viewpoint. It is true that we have many types of fishing in the industry, such as bait boat fishing, purse seine fishing, and round haul net fishing. I am not going to go into the merits or demerits of one type against the other; however, it is clear that there should exist between these various types of fisherfolk a common bond. This common bond is merely a willingness to understand the viewpoints of others and a willingness to band together for the purpose of combating discriminatory legislation which can destroy a very important California industry.

Proposition 15 is on the ballot this fall. It is only on the ballot because it has been sold by so-called sportsmen as a necessary conservation measure. The initiative which placed proposition 15 on the ballot was accomplished due to the natural process required by the State of California; however, consider for a moment that very few of the required number of signatures were those of people interested in ocean fishing. Preponderantly, the signatures came from the Back Country, the signatures of people that rarely, if ever, so much as even see the Pacific Ocean.

There is no proof on the side of Proposition 15 bearing out the sportsmen's contention that the sardines of California "have been depleted due to over fishing." There is a wealth of scientific fact to back up the contention of the fishing industry that the sardine problem, so to speak, has existed for more than fifty years. In other words, sardines have been plentiful and have disappeared periodically at almost measurable intervals during the past fifty years. There are on record today, and have been for many years, scientific explanations for this natural phenomena. I quote some well known authorities on the subject: Dr. H. U. Sverdrup, formerly Director of Scripps Institute of Oceanography; Montgomery Phister, Van Camp Sea Food Company; Dr. Wilbert K. Chapman, Director, School of Fisheries, University of Washington in Seattle; now special assistant to under-Secretary of State Lovett, State Department, Washington, D. C., Carl L. Hubbs, Professor of Biology at Scripps Institute of Oceanography, and K. Hovden of Hovden Sea Foods.

These men plus many more too numerous to name, either have spent the larger part of their lives in the association of the sardine industry and/or scientific oceanic research.

Sport fishing in Southern California is indeed a commendable and necessary adjunct to Southern California's economy, however, one could probably count on two hands the number of actual sport fishing companies operating in Southern California, which carry an undetermined number of sports fishermen yearly into the Pacific waters for the purpose of recreational fishing. These sport fishing operators charge anything from $4.50 to $7.00 per passenger plus high charter rates for special parties. The objectives are clear as to why they favor proposition No. 15. The reason for their favoring this legislation is certainly not *human relations.*

Let us for one moment consider proposition 15 from the fishing industry's viewpoint. In round figures there are today roughly 10,000 persons directly employed in the sardine industry. *These people will be seriously displaced by the enactment of proposition 15.* It is true that eventually some of these woud be absorbed in other types of employment, however, they will be upset economically and will be forced to endure hardships unnecessarily.

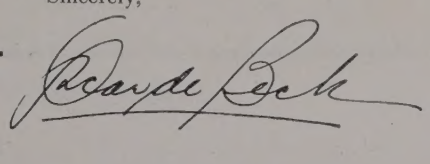
Recently radio station *KUSN* in San Diego conducted a sport fishing open forum program in which the following men participated: Howard Miner of the H & M Sport Fishing Company, Lynn McClure of the Point Loma Sport Fishing Association, Chuck Chamberlain, Sport Fishing Boat operator, and Carl Johnson, Southern Council of Conservation clubs. During the course of the questioning, one was asked: "How many sport fishermen do you expect to take out this season?" The estimated number was 50,000! *By simple multiplication, assuming that each of the ten sport fishing companies would carry a similar number, it would mean that a half a million sport fishermen would be taken to sea to fish.* There is, I believe, a practice to take at least one scoop of sardines for bait per fisherman carried. Let us assume that each scoop represents ten pounds of sardines. *By a little more simple mathematics we arrive at the staggering total of* 5,000,000 *pounds of sardines. How much of this* 5,000,000 *pounds was killed, destroyed, or thrown away?* How much food was contributed through the sacrifice of these 5,000,000 pounds of sardines to the urgent need of increased food supplies to starving people?

Sardines taken commercially for the purpose of canning are a direct and important contribution to the seriously needed food supply of the world.

The choice of all persons at the polls this fall must be made on whether we want to aid and develop good sound *human relations* or whether we want to go along and let self interest curtail food supplies for the sake of recreation and *inhuman relations.*

IT IS UP TO YOU!

Sincerely,



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Report From Washington

The California, 100-foot, steel purse seine fishing vessel, has been purchased from Reconstruction Finance Corporation by the Fish and Wildlife Service to balance off its fleet which, possibly by May 1, 1949, will begin churning the mid-Pacific in search of new tuna banks. Acquisition of the California, formerly operated under contract as an exploratory vessel by the Pacific Exploration Company, Seattle, brings the FWS fleet to three craft; the others being the YP-646, berthed at San Diego, and the YP-635, at anchor in Pearl Harbor. The exploratory fleet will be headed by Milnor B. Schaefer and four other experts in the fishing field, and financed by $1,000,000 which the 80th Congress approved as authorized by the Farrington Act. The expedition is expected to locate new tuna banks that should produce from $80,000,000 to $100,000,000 worth of tuna each year. Schaefer said the Service has sent letters of invitation to leading fishing boat architects to submit specifications for reconversion of the three craft. So soon as satisfactory specifications have been received, the call for bids will begin; the actual reconversion to be done by shipyards on the Pacific Coast or in Hawaii. Headquarters for the expedition will be in Hawaii. A good number of the ships' officers and crews will be drawn from the West Coast fishing industry.

★ ★ ★

Secretary J. A. Krug has announced the appointment of Emil J. Sady as Chief of the Pacific Branch, Division of Territories and Island Possessions. This Branch has responsibility for liaison with the Territorial Government of Hawaii and for the administration of Canton, Enderbury and other islands in the Pacific. (The President has directed the Secretary of Interior to draw up plans preparatory to taking over the administration of Guam, Samoa and the Trust Territories.)

Economic Cooperation Administration has announced a procurement authorization to Greece for the purchase of canned fish amounting to $128,000. Whereas up to now Greece has been the recipient of foods purchased under the Interim Aid relief program, this Marshall Plan authorization will permit resumption of private trade between Grecian importers and suppliers in the United States. The authorization will permit the purchase of any of the less expensive varieties of canned fish.

★ ★ ★

During recent weeks there has been literally a flood of news on fishery matters in the Pacific. Almost weekly the Fish and Wildlife Service Market News reports have carried short releases from SCAP in Tokyo, about Japanese mother-ship proposals, availability of fishery products for export--albacore and other products--herring production, trends in Japanese fishery production, etc. A forthcoming Commercial Fisheries Review will outline the reorganized Japanese research program. The Army released a report on Japanese and Korean food conditions; among its conclusions, the report pointed out: "Japan has no prospect of becoming self-supporting except through a high degree of industrial and maritime activity." Earlier, the Secretary of the Army released the report of the "Johnston Committee" which, after visiting Japan, recommended the "expansion of export sales of . . . "processed fish." The State Department in March issued a study on the pre-war Japanese fishing industry and prospects for a postwar period which should be read by everybody.

—Marine Press Associations.

'Foolish, Farcical'

—SO SAYS LES BALINGER OF PROPOSITION FIFTEEN

BALINGER
Came Out Cold

By JAMES McLEAN
Marine Press Staff Writer

•

Proposition 15, the ecstatic brain-moppet of a small Pacific Coast group which kills for *fun* instead of for *funds*, last month found itself swamped by a brand of trouble that would have made the headaches of a one-armed bailer in a leaky rowboat seem like a bedside chat with mother.

First on the migraine agenda was the spike thrown by the San Diego Chamber of Commerce, i. e., when that organized body of high-octane commercialites went on record opposing the measure which graphically, and somewhat correctly, has been termed the Sardine-Freeze Bill. But that wasn't all.

From an office located at 640 State Street there issued a stream of crackling denunciations of the measure—in both written and oral form. Most of the former were bulletins of instruction calling for the 4,000 members of AFL's Cannery Workers and Fisherman's Union to get off their decks and fight the project to a prone position.

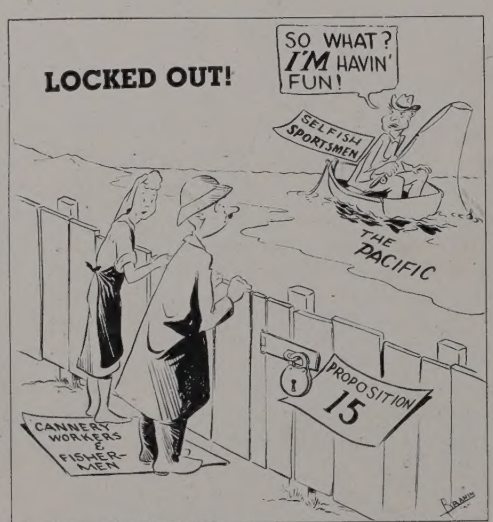
This obloquy came from Lester William Balinger, the union's brine-soaked Secretary-Treasurer, who claimed that passage of the Bill meant, unless Allah intervened, virtual unemployment for 12,000 persons in the commercial fishing industry, as well as a crippling blow to a $160,000,000 yearly West Coast jackpot. Between breaths, Balinger let loose his private opinion on the subject, and in language that, all points considered, was more than a little illustrative:

"It's crazy, chaotic and coo-coo," were among the more ungentle of his verbal characterizations.

"Everyone in his right mind," he explained, "knows that we do need conservation measures. The packers and canners are the first to admit this. They have, in fact, spent a lot of their time, dating from years back, to get a sensible, workable conservation program over. But it seems it has been to no avail. The more money they donate toward the cause, the less action they get from anyone—including the government.

"Yearly, the sportsmen get their heads together with the idea in mind of conserving fish and game. And usually they come up with a program that is so fantastic it's almost incredible. How these groups have developed the genius for batting '1,000' on the bungling side is something for the psychologists to think about."

Actually, Balinger continued, Proposition 15 is not expected by the sports groups to do any creditable amount of good toward conservation of sardines; it is but a test case to see how far the Deerslayers and Izaak Waltons can go toward corraling all fishing and hunting for their blunderbusses and hooks.



THE SAME OLD DOSE

Moreover, if the measure is voted in this fall, it is bound to force packers and fishermen to inaugurate higher prices, in that purse seiners and round haul netters, denied sardines and mackeral from San Simeon Point, three miles out and South to the Mexican border, would be forced to abandon these waters and undergo the expense of fishing farther out.

"So," he went on, "here we have a sweetheart of a situation.

"Let's start with the effect the Bill will have on our 12,000 workers directly associated with the commercial fishing industry."

The bulk of the workers, Balinger reiterated, would be thrown from employment. The industry, "high-spaded" out of its former revenue, couldn't pay them; the packers had been hit where it hurt: in the billfold. And there was a yet more serious ramification involved: where were the tax monies, which the packers and workers had formerly provided, to come from as the result of the freeze?

Denied the revenue extracted by California state, cities and counties, the areas affected would turn their guns on everyone and every firm to make up the loss, e. g., Mr. Carpenter, Mr. Plumber, Mr. Lawyer, Mr. Clothing Store Clerk, and so on. Added taxes would have to come from other sources, as a protective measure, if for nothing else, against city, county, and state jobs, as no legislative project, however celestially conceived, ever had been known to pick the pockets of the tax gatherers.

And what, moreover, of the industrial machinery to be junked or sold in the paring of overhead?

"The whole thing," Balinger concluded, "looks as silly as a horse in pinafore."

NOVEMBER HEADACHE:

Is Proposition 15 Aimed at Sardines---Or Oil?

The lowly, much-maligned sardine appeared likely last week of becoming a celebrated fly in the ointment of contention in which the California tidelands issue is boiling on the doorstep of Congress.

The possibility of this role of near-future sardine stardom was held out by Rep. Charles K. Fletcher (R), of San Diego, author of the so-called Tidelands Bill, an octopus of contention embracing 46 of the 48 states.

Fletcher focused the spotlight on the California sardine when he replied to a question put to him to elicit his opinion on the state "sardine freeze" initiative measure (Proposition No. 15), which California voters will pass or reject in November.

The question was:

Can the state of California legislate on a matter which very definitely appears connected with the tidelands dispute and which apparently will become a matter for federal government review?

The answer was:

"I will study Proposition 15 to see if it is of a magnitude to include the question of *State Rights* vs. *Federal Control* and its possible relation to the Tidelands dispute."

Fletcher indicated the "sardine freeze" issue involving the question of whether the state can close a 300-mile long, three-mile wide strip of California waters to sardine netters), "is very apt to involve a federal question."

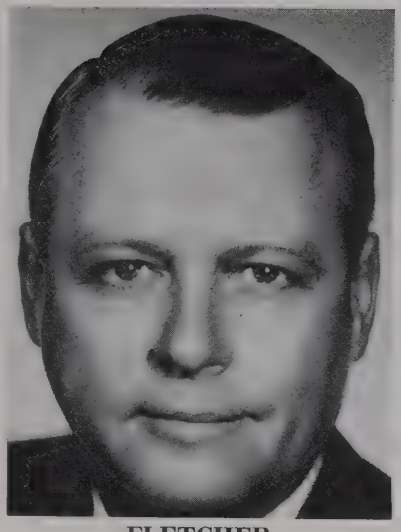
That federal question is:

Would it (the sardine-freeze law, if enacted in California in November) be taken in controversy to the United States Supreme Court on constitutional grounds?

That puts each California sardine on a level of importance with an oil well, because a sardine is every bit a natural resource item, as is the oil in the tidelands.

(Proposition No. 15 specifically would close the waters from Point San Simeon to the Mexican border to purse seiners and round haul nets three miles out—as a sardine conservation measure.)

From the point of view of the consumer of fishery products, the proposed measure (which would come in the category of controlled legislation) would raise prices of fish because fishermen would have to forego California waters and venture farther seaward, thus increasing the cost of securing a catch.



FLETCHER
Needed Study

State Senator Fred H. Kraft, of San Diego, declared that the proposition should be carefully considered by the people "because legislation of this kind could have a far-reaching and serious effect on one of our great industries."

The measure was initiated by sports fishermen with an apparent intent to increase the recreational sport fishing resources of the state's ocean waters by allegedly "protecting" the sardines, a food for larger game fish. (See *TUNA-MAG*, April, 1948, p. 6.)

The argument for the proposition is signed by Dr. A. R. Anderson, President of the Southern Council of Conservation Clubs.

To say that the proposition has rubbed a lot of fur the wrong way in the California fishing industry is, indeed, stating it mildly. In fact, the question is such a tinder box that many of the local politicians start running a very broken field when asked to air their views on it.

Politicians whose districts are heavily populated with well-heeled sports fishermen shunned this interviewer as though he were a polio germ carrier.

However, Capt. Frank Luckel, state assemblyman from San Diego, was willing to give voice to a forthright view against the initiative proposition.

"Such a law," he boomed. "would be very detrimental to the fishing industry in California, which is the fourth

(*Continued on Page 16*)

LUCKEL
Gave It A Blast

McKINNON
Declined To Comment

KRAFT
Didn't Like Its Looks

SAVE YOUR INDUSTRY!

Jobs, boats, canneries, homes, incomes . . . all will be lost IF proposition 15 on your Nov. 2 ballot WINS at the polls.

Let's don't be fools about this thing. Weekend sports fishermen are trying to chase us out of the most fruitful part of the ocean. THEY WANT LOCKED DOORS for their own selfish pleasure. We all know where fish are caught. That's our business. Sportsmen know it, too. They are willing to destroy our industry and our jobs for weekend amusement.

Under the false guise of "CONSERVATION" they willfully and deliberately seek to junk our only means of livelihood.

We know true "CONSERVATION," because to save the fish brings us the necessities of life.

Because we realize these things, let's look at the letter on this page and send it in English, or translation, to all of our friends and relatives in the state. Their votes and ours will save our industry.

Do this RIGHT NOW!

COMMITTEE FOR THE INTELLIGENT MANAGEMENT OF OCEAN FISHERIES

1226 Wilshire Blvd.
Los Angeles, California

Dear _____

If proposition 15 carries on your Nov. 2 ballot ,it will put us out of business.

The price of fish will skyrocket.

Ten million Californians will go without fish food.

Food for livestock will sink and meat prices and taxes will go up.

The weekend sports fishermen now have 742 square miles of private fishing pond. Now they ask us to give them more pond . . . three miles wide and 414 miles long, from Pt. San Simeon to Old Mexico. That means commercial fishermen cannot fish where rich hauls exist.

Thousands of us will have to go on relief.

We will lose our jobs and our savings. The other sides say it is for "CONSERVATION." You know who conserves. It's us people in the business.

We have to feed ourselves and the world.

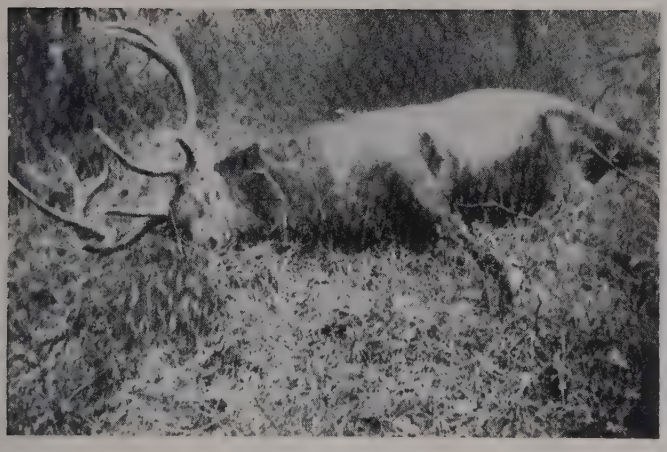
Be sure you register. Then vote NO on propositions 15 and 6.

Sincerely,

_____

Vote "NO" on Propositions 15 and 6

If This Is It . . .



Fallen Monarch

This massive bull elk was one of three found illegally shot during a recent Southern California deer season. The scene was the Laguna Mountain area, in which the rattle of gunfire from wanton killers piled up a staggering total of unlawfully butchered deer, both does and fawns.

Buzzard Bait

California wardens and forestry officials examine what buzzards left of protected elk ruthlessly gunned by sportsmen in the same area. The Laguna territory, known as District 4-E, is one of the largest game refuges in this state, encompassing some 45,000 acres. Cow elk also were killed here.

. . . The Term Serves Many Uses

Last month, the subject of waste by commercial fishermen was brought up in several of the more highly cultured Pacific Coast sports circles. These gentlemen-sportsmen hotly denounced the waste made by netters off the coast of California. The controversy interested *TUNAMAG*, which, believing that '*criticism begins at home*,' started investigating statistics sent out by the California State Division of Fish and Game in San Francisco.

Both astounding and interesting, these official reports showed that, during the month of July, an average month, by way of violations of State Fish and Game statutes, the total number of arrests made by Fish and Game Wardens on *sportsmen* was 516. (*NOTE: A total of 442 of the violations made by sportsmen were for fishing violations.*)

The "wasteful commercial interests" were indicted for only 23 violations for the July month, less than five percent of the total. The following is a breakdown from the Division of Fish and Game for July 1948:

Deer violations	**22**
Waterfowl violations	**0**
Upland Bird violations	**29**
Inland and Ocean fishing violations	**442**
Commercial fishing violations	**23**
TOTAL	**516**

Typical of the rod and reel clan's mischief, according to Fish and Game, was the taking of fish out of season, with illegal gear, but most of the indictments were made for exceeding the bag limits set by the bureau. Here are cases in point: Charles O. Stillwell of Oakland was found with an overlimit of trout, "just ten over"; and was fined by Judge J. L. Hunt of Quincy, $100. Another sportsman, John Lay, of Richmond, paid $200 for using illegal gear in the taking of fish, and lost his equipment besides. In Mono county, other members of the sporting crowd reportedly used snag and gaff hooks on trout, which they paid for with hard cash to the tune of $100 each.

Sportsmen Frank Cloyd and Walter Mathis, had been suspected of using clubs and snags on trout for a number of years. They also lost their 1948 fishing licenses by court ruling.

In the mountains, trigger-happy hunters have butchered does, fawns, and even elk, which, incidentally, look like a barn on legs and resemble the California deer population about as much as a whale resembles an albacore. In the Laguna mountains, located in Southern California, after the air had cleared of ricocheting bullets and smoke from the 1946 deer season, investigators were gratified to find that the swarms of hunters had killed, besides the two or three hundred legal deer, about 50 does and fawns, and three of the 14 known elk in that area. Game wardens, working day and night, had found evidence of hunting with sub-machine guns, 22 caliber rifles, and other illegal weapons. Jack-lighting, or using spotlights at night to locate deer, was found to be common, and, in the evening, local residents reported seeing whole mountainsides spotted with lights as the "sportsmen," blazed away at anything that moved, using the light to verify suspicions as to possible human targets.

Reports for the season now in progress indicate that a similar situation exists, on perhaps a smaller scale, with illegal deer reportedly lying over the ranges of California. Doe have been found in groups, with the hind quarters removed, lying in grim reminder of the slaughter to which they were exposed.

Assignment: Waterfront

(You can bet your last tuna dollar that Marine Press Associations will never constitute anything resembling a threat to organizations such as the world-wide United Press. But it's making a living for several people. Here's how it started.)

■

If the commercial fishing industry's waxy little news service, *Marine Press Associations*, should fail to meet the public's idea of what constitutes a Typical American Success Story, it won't be due to indiscriminate loafing by bull-shouldered Charlie Miller, and his skinny, hatchet-faced partner, John Springer.

Lacking the hock - deep - in - cabbage backing that has hammered across many kindred projects, Miller, as General Manager, and Springer, as Executive Editor, were forced to sweat out their enterprise like preachers in a cop-jumped gambling hell. But it's paying off.

Today, with three local reporters and a staff of 23 "stringer" newsmen established in major West Coast cities, the little gabble shop is moving along at an ever-increasing pace, and, like marriage, kids and war ,it looks as though its here to stay. Currently, there are more than 20 perfectly respectable newspapers and magazines taking the service, with additional clients coming in each week. Business, in fact, has become so good that the partners are in the process of formulating a subsidiary service for packing plant house organs, and a picture service, to be supplemented by a cartoon mat service, is next on the expansion agenda.

SPRINGER
Got A Job

MPA was spawned July 2, *Circa* 1948, when Springer, after horsing around San Diego on a peanut diet, hit up Miller for a job. The latter, owner of an advertising agency, had no intention of putting out salary, but he did have an idea, and that involved formation of a cheap mat service to be offered publications which depended, for the most part, on commercial fishing news to supply the bulk of their reader interest. The editorial policy would hew strictly to industry pattern; the stories would be fresh, original, and statistic enough to soothe the most calculus-minded West Coast marine editor.

After some wrangling, the enterprise was set up; offices were taken at Broadway Pier Building, and, while Miller got out letters of solicitation, Springer began beating the waterfront for salable news items. Such a job, for a staff of two, was rather back-breaking. But both men were aided, at least, by one element: experience in their individual fields.

A newspaper and magazine editor and reporter for more than fifteen years, the gathering, editing, and dissemination of news matter posed no problem to Springer, and soon his yarns began to attract attention. Collared by Miller, the magazine *Tuna Fisherman* was the first to crumple, and, within a week, three more publications subscribed. Each agreed to take two news bulletins, a total dossier of about six of the best commercial fishing stories to be had. Today, of course, those first four clients are *MPA* sacred cows.

"Brother," sighs Miller. "From the standpoint of encouragement alone they were worth a million. While I liveth they can do no abomination."

Physically, philosophically and professionally, it would be hard to find two men more un-alike. Miller is short, built like a Hereford bull, and speaks with a voice pitched three fathoms lower than a coral bed. Temperamentally, he is calm, good-natured and given little to enthusiasm, whereas Springer, small-boned and of medium height, is excitable, nervous, and afflicted somewhat by screwballitis. Although at one time a bang-up radio scripter and movie travelogue writer, Miller has about the same interest in the actual technicalities of journalism as could be expected of a blind Dervish.

MILLER
Got An Idea And . . .

"News stories," he explains, "are best written by human oddities. Facts, to me, are boring, and invariably ruin the best of stories. When I have publicity to get out, I always farm it to a good reporter."

Miller was born in Cleveland, Ohio, of Irish-American extraction, in 1900, and was educated at *Ohio State*. His first job was in radio, where, after successive turns at announcing, scripting and producing, he eventually became the first of the "voice of experience" barkers. Simultaneous with his first radio job came a hitch in the army, a career which he managed to carry on while, at the same time, he did business on the side. A veteran of both World Wars he is, at this writing, a full Colonel, and about ready for retirement.

Attached to the Army Air Forces, his decorations during World War II include the Purple Heart, Silver Star and Legion of Merit. He saw service in Africa, Sicily, China, Burma and the India front, is an outstanding marksman with either pistol or rifle, and, last but not least, a recognized authority on the technics of Japanese Judo. He is married to the former Dorothy Circle, a Pennsylvanian, and has two boys, the eldest being 14. He is proud of his war record and likes to rowel Springer by comparison.

"He was medically discharged from the Navy after about two days in boot camp," says Miller. "He had a chronic case of blind staggers—or something."

Springer came to San Diego about eight months ago for a visit with two long-time friends, Mal Donnelley and Al

(*Continued on Page 16*)

RESOLUTIONS

Editor's note:
San Diego's Legislation and Taxation Committee of the Chamber of Commerce left no doubt last month on how it stood regarding Proposition 15, the "Sardine-Freeze Bill." With Harold Starkey in the chair, it came up with the following decision, which could be interpreted, in general, as representative of mature business judgment; a quality that many observers hold to be lacking in some circles:

•

The Legislation and Taxation Committee of the San Diego Chamber of Commerce recommends:

That the Board of Directors of the San Diego Chamber of Commerce *oppose* Proposition No. 15, which will be submitted to the electorate on the November general election ballot.

Proposition No. 15 has been initiated by the sport-fishing interests, and would impose serious restrictions on the California fishing industry by declaring the use of nets illegal in the coastal waters within the three-mile limit. This measure would affect sardine fishing more severely than it would the mackerel and tuna industries, because the latter are for the most part found beyond the intended restricted area.

Although there is a noticeable lack of adequate scientific knowledge of the various factors involved in the fluctuations of the sardine population, this measure singles out commercial fishing as the main reason for the recent reduction in the sardine population.

The best data available indicate that the sardine population has dropped off 60 per cent in recent years. This reduction could be caused by many factors, such as below-normal salinity and its effect on spawning, scarcity of food, and unfavorable weather. Difficulty has been encountered in getting a reliable estimate of the existing sardine population. due to sudden movements of schools, the changes in composition of the schools, and the attendant problems of a statistical nature.

Depletion of the sardine population is far more likely to result from the mortality of the young fish, than from intensive fishing. If only 1 per cent of the adults manage to spawn, they would more than reproduce in young fish the size of the adult population.

Inasmuch as the sardine ranges freely from British Columbia to the tip of Lower California, it is difficult to understand how the establishment of a closed area would effectively protect them; moreover, the waters off the Coast of Lower California would be outside the jurisdiction of the proposed law.

Monterey

By SHEDO RUSSO

THE Hovden Food Products of Monterey have received approximately 200 tons of albacore from Japan, and are packing at the rate of about 15 tons per day. The Japanese albacore are much larger than those caught locally, running from 25 to 50 pounds each. Hovden's also has taken 75 tons of local albacore, averaging from 12 to 18 pounds each, which were caught from 10 to 40 miles off the Monterey coast. This is the first time in fish history where albacore has been caught off the Monterey coast during the month of July. In the past, the albacore run usually started in the latter part of September, or the early part of October. With only a small albacore fleet operating, the total daily catches averaged about 8 tons per day; the largest catch for one day was 15 tons. During July, cold weather and rough seas hampered the local fishing, and most of the fleet moved to San Pedro and San Diego fishing grounds. The prevailing price of $600.00 per ton was paid for the fish.

PACIFIC STAR, Sea Traveler, Sea Boy, A. A. Ferrante, J. B. Compango, and the *Camarello* have returned to their home port in Monterey for the current sardine fishing. All boats fished for tuna in Mexican waters this summer and had average catches. The *E. S. Lucido* is en route to Monterey from San Pedro after a very successful season in Mexican waters.

THE seiner, *Western Explorer,* (Capt. Frank Manaka), en route to Monterey from San Pedro, spotted a large school of sardines about 40 miles south west of Point Sur and made a set, hauling in approximately 75 tons of fish which was the first large delivery to the Enterprise Packers of Monterey this season. The *Arlene S.,* (Capt. John Sestich), also coming up from the south, spotted a large school of fish about 80 miles off Pietros Blancos late in the afternoon. They set their net and hauled in 70 tons of 9 to 10 inch fish but while they were in the process of brailing fish abroad, a northwest storm came up, making the trip to Monterey a very unpleasant one. It took 12 hours to get to Monterey and, during the night, all of the glass on the flying bridge was broken. This happened also to the glass on one of the port holes, which was 1½ inch thick. *Arlene S.* delivered their cacth to the Hovden Food Products Co.

THE purse seiner *Joan of Arc,* (Vincent Altaville, Capt.), was adrift with a broken rudder cable during the first "1,000 ton day" of the Monterey sardine season. After loading their fish hold with sardines and heading for port, they discovered that they had broken their rudder cable. Unable to get at it because their boat was loaded with fish, they put out a call for help. The Monterey Coast Guard answered their call and towed the boat to the cannery.

MONTEREY'S sardine season was stalemated the first few days of August due to a price discussion between fishermen and canners. The fishermen were asking $75.00 per ton while the canners were offering to pay $60.00. After a few days of negotiating and with rumors of large schools of fish in the bay, a compromise was reached of $67.50 per ton. The first night of fishing, 52 purse-seiners and 41 lampara boats put out to sea. To their disappointment, the large schools that previously had been reported were from 7½ to 8 inches in length. Under the new ruling of 8 inch fish, the fish could not be delivered to the canneries. The first morning only 65 tons were delivered to three canneries; the second day 100 tons were delivered, and, on the third day, the fleet delivered 849 tons of good quality fish to thirteen canneries, creating the first wave of optimism since the fishing season began. On the fourth day the total of 1,035 of good quality fish were delivered to fifteen plants. On the fifth day the deliveries dropped down to 209 tons of medium size sardines. On this particular night, large schools of 7½ inch fish again predominated.

MIKE GIBBONS

'The Sherry Ann

"Watch the *Sherry Ann Case,*" is the watchword along the waterfront these days, according to Mike Gibbons. *Marine Press* Staff Writer. In the following article he tells why boat owners are alarmed over the boat tax situation, and what the possible ultimate outcome can mean to San Diego Harbor.

●

San Diego County's embattled property tax on fishing vessels registered outside California may prove a boomerang to scatter San Diego's own teeming tuna fleet to other-port registry in a mass migration to rid itself of the heavy property levy ballast.

The property tax on boats, enacted in 1935 in an apparent move to pipeline a big take of the tuna gold into the San Diego County treasury, currently is being court tested in a refund suit by owners of the Tacoma, Wash., tuna clipper, *Sherry Ann.*

A storm warning of impending San Diego fleet migration was raised by the man in the middle of the boiling boat-tax cauldron, Crowell D. Eddy, San Diego County tax assessor, in an opinion that the situation may arise if the *Sherry Ann* wins its legal bout.

"If the court case is decided in favor of the "*Sherry Ann,*" he asserted, "many vessels will transfer their registry from San Diego to another state and fish out of San Diego without having to pay a tax" (to San Diego County).

Eddy's opinion was gleaned from the chaff of a waterfront canvass in which boatmen forcefully reiterated oft-expressed phrases that the property tax on fishing vessels was "outrageous, discriminatory, and exorbitant."

Waterfront feeling toward the San Diego tax was given typical expression in a statement by George A. Wallace, General Manager of American Tunaboat Association, who said that boat owners generally agree that they are "paying plenty and getting little for it."

A similar view was expressed by Victor Nigro, President of Southern California Fishermen's Association, who opined that "we are paying too much for the little time our boats are in port."

Unanimity prevailed in every view expressed regarding the lopsidedness of the tax, and all were ready to admit they would either like to see the tax reduced, or a fair portion of it used for the betterment of facilities of the San Diego fishing fleet.

Eddy, voicing San Diego County's official view of the situation, tried to reconcile matters by saying he felt the county "tried to get an equitable value of all boats" in applying the tax yardstick.

"We try to keep in line with other California counties," he added, but this statement failed to appease boatmen canvassed for this article.

Opinions highly regarded in San Diego fishing circles referred to the low property tax rates levied against fishing vessels at Washington and Oregon ports, saying the people of those states, in effect, were granting a subsidy to their great fishing industries by assenting to the boat tax reductions.

If the people of Washington and Oregon have that much interest in the great natural wealth their fisheries represent, these opinions ran, the state of California should show the same interest by reducing its boat tax to the comparable levels of the two northern states.

(In Washington and Oregon the tax is based on the assessed value of the vessel divided by 5. San Diego county's tax, Eddy explained, is levied on from 35 percent to 50 percent of a vessel's "current market price," the rate being $5.83 per $100 valuation.)

The much-mentioned "*Sherry Ann Case*" first disrupted the equanimity of the San Diego waterfront early in 1948, when the vessel was taxed $7116.20, which its owners paid under protest and which they now seek to recover in their refund suit against San Diego county.

The *Sherry Ann's* owners, Hervey M. Petrich, of Tacoma; Van Camp Sea Food Co., of San Diego, and Manuel Machado, skipper and not a San Diego resident, contend the *Sherry Ann* is of

Tax Burdened

"Outrageous, discriminatory, unfair, and much too high," is the waterfront opinion regarding the suggested new property tax on much of San Diego's fishing fleet. *Ocean Pride,* (above) is typical of the vessels to become affected. The tax now is law. Managing owner is Mrs. Augustina Pombo.

Case:' a Boomerang?

Tacoma registry, and that it already had been taxed (a little more than $400) by Pierce County, Wash.

(Eddy said San Diego County is basing its defense on the fact Van Camp operates in San Diego, and the *Sherry Ann,* fishing for that company, is taxable in San Diego.)

And while the San Diego tuna fleet tosses in the storm of boat-tax dissention, all eyes along the waterfront are focused on the San Diego County Superior Court where a decision is expected soon in the *Sherry Ann Case,* in which the Van Camp Sea Food Co. is the plaintiff.

The question of whether California law contains statutes which can equitably cover the issue involved in the *Sherry Ann Case* elicited doubts in off-the-record opinions of some court house attaches.

Refusing to be quoted by name because of the contentious character of the litigation, they left the way open for the *Sherry Ann Case* to possibly resound in federal courts. They also raised the question that the issue may contain an interstate commerce angle, which would take it out of the province of state courts.

Testimony to the inflammable nature of the boat-tax situation in San Diego, were many persons high in the business life of the San Diego waterfront who have adopted a not-to-be-quoted attitude.

Typical was this reply to my question to a San Diego sea food broker:

"I decline comment at this time because other things are involved (in the boat-tax question) which I can't talk about."

Another waterfront businessman, who wanted to remain on the fence, said wryly, "It all is a matter of record and I do not want to get involved in the controversy."

As for the alleged "benefits" the fishing industry is supposed to derive from the boat tax, no one along the San Diego waterfront could see any. In fact, all hands were very vitriolic in decrying the fact that nothing ever has been done by the county with the tax monies to improve fishing fleet facilities. So goes the opinion.

Coronado

Pride of Arthur DeFever, naval architect, and a blueprint for exacting design, is another tuna clipper in danger of the exhorbitant fishing boat tax which is an industry headache. The *Coronado* was built by Peterson Boat Building Co.

Pay-plenty-get-little seems to be the slogan of the anti-tax faction, which feels the levy discriminates against the entire fishing industry because it applies only to fishing vessels and not others.

"Watch the *Sherry Ann,*" they are saying along the San Diego waterfront these days.

Sun Dawn

Sun Harbor's trim Mistress of the Seas. "We are paying too much for the little time our boats are in port," so opines Victor Nigro, President, Southern California Fishermen's Association. Outcome of the "*Sherry Ann Case*" will tell the tale.

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J. M. Myers
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Room 300, Broadway Pier Bldg.
SAN PEDRO, CALIF.

Assignment: Waterfront

(*Continued from Page 12*)

Wiese of the local *United Press* Bureau, and, in the usual tourist fashion, fell for the city, decided to stay, worked at free lance writing until July 1, and the rest is *MPA* history.

He was born in Little River, Kansas, November 28, 1911, of German-Indian parentage, and was educated at University of Wyoming, and Teckla, Wyoming ext. His first newspaper job was that of "city" editor of the Wright, Wyoming, weekly *Homesteader*, and successive jobs include News Editor (Pacific Northwest), feature writer and bureau manager for *United Press* in Portland, Oregon, Reno, Nevada, and Fresno, California; Editor-in-Chief, *Yank Publications*, Portland, Seattle, Washington, and San Francisco, Special Assignment writer, Sacramento, California, *Union*; Portland *Oregonian* and Portland *Journal*; Executive Editor, *Topics* magazine, City Editor, Oregon City *Enterprise*, policy and city hall reporter, Portland *News-Telegram*, and others. He is divorced, and has one son Stuart, 14, residing in Portland, Oregon.

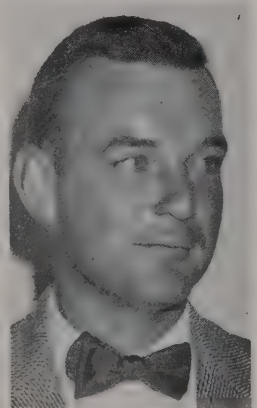
The partners agree that *Marine Press* should remain, now and in the future, a strictly coastwise concern. National expansion, especially as it affects a project so highly-detailed as a news service, is costly and, at best, somewhat risky.

Proposition 15

(*Continued from Page 9*)

largest industry in the state bringing in several hundred million dollars. Anyone whose income is derived from business, regardless of whether it is the fishing business or not, should work against this initiative measure."

—By Marine Press Associations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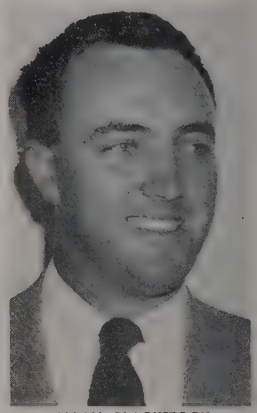
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EBB'N FLOW

SAN DIEGO

Tuna Gold. Out for just 30 days and never more than 150 miles from the rugged San Diego coastline, the *Courageous*, a three-year-old, 131-foot clipper designed to carry 300 tons, hove into port last month with a sweetheart catch of albacore. The craft, skippered by Manuel Souza, 3252 Trumbull Street, Point Loma, carried a load estimated at between 100 and 110 tons, or about $61,890 to $67,000 worth of fish. That's about $2,000 a day for each day out, figured at $610 a ton. Souza seems to be pretty lucky all the way around. A few years ago he came in with 125 tons, however, that was a seasonal catch, necessitating more than one trip. Aiding in the Souza haul was the *Courageous'* speedboat, *Mary S.*, which contributed four tons of albacore. Owners of the *Courageous* are Capt. Souza, Frank Souza, Cecil Drake and Louis Livesley, Los Angeles. Other members of the family in the crew are George Souza, a third son of the Captain, and a son-in-law, Manuel P. Luz. The *Courageous* does business with the High Seas Tuna Packing company, but delivered her load to the French Sardine company, San Pedro, according to Luz.

Not to be outdone. Owner Sverre Jangaard, 3506 Mississippi, had nothing but poo-poos for the Manuel Souza catch. Aboard his boat the *North American*, Jangaard watched the crew haul aboard an estimated 100 tons of albacore in 30 days also. Jangaard was aboard in the role of engineer when the catch took place. Loot: $61,000.

The *North American* fishes for Van Camp Sea Foods company.

Broker's Luck

Cecil W. Drake, San Diego ship broker and part owner of the *Courageous*, Gold Ship of the Pacific.

TREASURE SHIP AND SKIPPER

Gold Rush In The Pacific Pays Off

Tch, Tch. Sports fishing boat owner L. H. McClure, 45, pleaded guilty to charges of bringing 12 lobsters into port during the closed season, which doesn't open up until Oct. 1, and was fined $25 by Municipal Judge Phil Smith. McClure caught the lobsters in Mexican waters, according to Fish and Game Commission agents.

On The Fence. Since its meeting of Feb. 11, 1948, on the subject of the fight between sports fishing groups vs. purse seine and round haul netters, (Proposition 15), *American Tuna Boat Association* has held to its original line: Neutrality.

Stumbling Block. San Diego's Junior Chamber of Commerce burned up a lot of cigarettes and nearly filled its meeting room with scribbled notes last month while considering whether or not to endorse the Sardine-Freeze Bill. Finally, it came up with its shoulder to the Proposition 15 wheel, and all seemed happy. Pat Branin, 821 Avalon Court, Mission Beach, who spoke against the measure, had been virtually snowed under by the rather hostile unrelated questioning; voluable Otto Kiessig, San Diego sports boat owner, had won the debate hands down. But the situation was a bit different with the Jaycees in Santa Cruz, to whom the San Diego organization appealed for support of the Bill. The answer was a blunt 43-18 *No*, on the grounds that Proposition 15, if passed, would not be good economics.

Glamourizing the "Poor Fish." What is termed the First National Fishing Show ever to be held in the United States has been announced for opening in San Diego, California, January 8. San Diego has been the scene of two successful world fairs and the wide-awake seaport city usually puts over anything it undertakes. Exhibits covering both commercial and sport fishing will extol the abundant yield of Southland waters, while the tuna fleet in full dress welcomes visitors at the Embarcadero.

With headquarters established in the Spreckels Building, the National Fishing Show will be headed by Donald B. Smith, special events chairman for the Chamber of Commerce.

On an advisory committee are W. Wade Ambrose, president, San Diego-California Club and executive committeeman, National Fishing Institute; H. Edmund Bailey, commodore, Pacific Coast Yachting Association; John Bate, port director; F. Kerneil Bernardini, assistant general manager, Peoples Packing Corp.; George A. Dew, vice president, National Iron Works; George W. Kettenburg Jr., manager, Kettenburg Boat Works; Otto Kiessig, owner-manager, Sport Fishers, Inc.; James B. Lane, vice president, Westgate Sea Products Co.; Earl Nielsen, general manager, High Seas Tuna Packing Co.; Mel Marsh, president and general manager, South Pacific Canning Co., and vice president, California Fish Canners'

(*Continued on Page 19*)

NEPTUNE
fish packing machine
(FOR ROUND CANS ONLY)

57 Now in USE!
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334 California Street
San Francisco, Calif.

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Signed: MARINE PRODUCTS CORP.
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We also build and supply fish cutting machines in separate units with vacuum entrail extractor.

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K. HOVDEN
Proprietor

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MONTEREY, CALIFORNIA

. . . better tuna clippers

When better tuna clippers are built you'll find the handiwork of PETERSON.

Rugged, dependable, trim, maneuverable — everything that represents "know how" in Tuna boat construction is found in every boat Peterson launches.

Peterson boats bring back fish—not excuses!

What more could you ask of a vessel?

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Stock-up the galley of your clipper before the next cruise

On the high seas as well as ashore, you'll always find famous A.B.C. SUPREME Beer the beverage of good cheer. A fine fishing pal, and a "good catch" in itself!

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SAN DIEGO, CALIF.

Ebb'n Flow

(*Continued from Page 17*)

Association; and George Wallace, general manager, American Tunaboat Association.

Ocean Gold Devaluation. Canners early last month put the drop on albacore to the tune of $30, bringing the price to $610 a ton, at least two packers announced they would buy no more albacore for awhile. The market had been bloated to near-record levels this season with the heaviest run in a decade off the Southern California and Baja, California coasts.

Chamber Wants. The San Diego Chamber of Commerce would like to see constructed a combined dock and breakwater 2,400 feet long, extending from the Coast Guard Station to Fir Street, and 400 feet offshore from the bulkhead. (Preliminary plans are being prepared. Estimated cost: $200,000.) Funds to be provided by the Harbor Department.

New Type Trawler. Four welded steel shrimp trawlers, recently launched by National Iron Works, have been completed here for delivery to Productos Congelados, at Guaymas.

Most of the trawlers in the Gulf of California and Gulf of Mexico are of wooden construction. The adoption of steel construction is considered as the beginning of a significant trend. The shrimp fleet of the Gulf of Mexico, which is much larger than the one operating in the Gulf of California, has expressed considerable interest in the trawlers built by the San Diego firm.

The steel trawlers do not lose cargo capacity with age, as the wooden ones do, and are capable of carrying more pay loads because of their ability to get back to port sooner, unload and out to work again.

Tug Launched.. San Diego Marine Construction Co. has launched the ocean-going tug *Challenger* for the Star & Crescent Boat Co. The 106-foot wooden boat is powered by a 1600-horsepower diesel engine, operating a single screw. Fuel oil capacity is 32,000 gallons. It will require several months before the tug can be completed to join the other four tugs of the Star & Crescent fleet.

Tuna Fleet Development. Tunaboat *American Belle* has been converted from a YP by Martinolich Ship Building Co.

(*Continued on Page 21*)

Waterfront Observer

By JOHN DE BECK

THE government is about ready to get into the tuna fishing industry full scale. It has purchased the last of three vessels which it will convert into fishing boats and then begin the task of attempting to locate new tuna banks. The latest boat purchased from the Reconstruction Finance Corporation was the 100-foot steel purse seiner *California*. It has been operated out of Seattle.

AS in everything else the government does, there are those who want something else. Those who, during the 80th congress, shouted the loudest for million-dollar tuna explorations were just as loud in demanding that these banks be kept away from foreign fishing vessels. Those who yelled the loudest against Japanese fishing boats, were just as fast to turn around and insist that we sell many surplus vessels to the Japanese. Reason for this was clear at the time. United States fishing interests didn't want Japanese fish on the American tables at a price that endangered the $650 plus per ton that albacore had been bringing them. And, at the same time, they didn't want too many additional new boats in the fishing fleet, which might increase the volume of fish produced: the net result being the same. But apparently the shouting of these few will have little effect, and, when the Farrington Act gets into operation, and the estimated $80,000,000 worth of new tuna begins showing in ports, it will be share and share alike, and no one group will get all the gravy.

MEANWHILE, other agencies of the federal government are getting so wrapped up in their own red tape that it looks like it will be a long time before the San Diego tuna fleet gets its own radio station. Last Feb. 2 Harvey E. Seibert applied to the Federal Communications Commission for a permit to open a 50-watt station to use for contacting fishing vessels in Southern California and Mexican waters. There still has been no action by the FCC and no indications when action will be coming. "Log jam" they say. Until that day comes the San Diego fleet will have to continue to depend on *KOU* in San Pedro.

IF there is oil in Alaska, the Navy is keeping it under their official hats. At least Rear Adml. B. J. Rodgers, commander of amphibious forces in the Pacific, refused to comment on the oil rumors when he returned from northern territory. He did say, however, that "geologists agree the outlook is good." If oil is discovered in quantities, the government will have no choice but to vastly improve the military and naval defenses of Alaska. It can not be done on an "attack first—defend later" basis. Supplies can be brought to many Alaskan outposts by sea only during a short time in the summer. One of these annual supply trips has just been completed, and the tops on the Navy admit it's been no cinch. "Fog and ice floes have been our foes in this operation," Admiral Rodgers said. "Often our ships had to steam up four or five times a day to dodge the huge floes. They weigh as much as 100,000 tons." And that's during 'good' weather. The Admiral said that it was possible that twice as large volume of supplies would be taken to Alaska next year as this. Next year is still 12 months away.

AS you read this, 30 refugees of war-torn Europe are somewhere over Africa or Asia aboard a San Diego-built airplane enroute to find new homes in Australia. They are flying in a twin-engined Convairliner recently delivered to Trans-Australia Airlines. They boarded the swift plane in London. They know nothing about the Land Down Under except that it has offered them a place to start life over again. The Australian government has offered the welcome of its country to anyone who wants to help it grow. Once in Australia, it is required that the refugee work in government-directed employment for two years. After the two years, he can enter any work he desires and will soon be eligible for citizenship.

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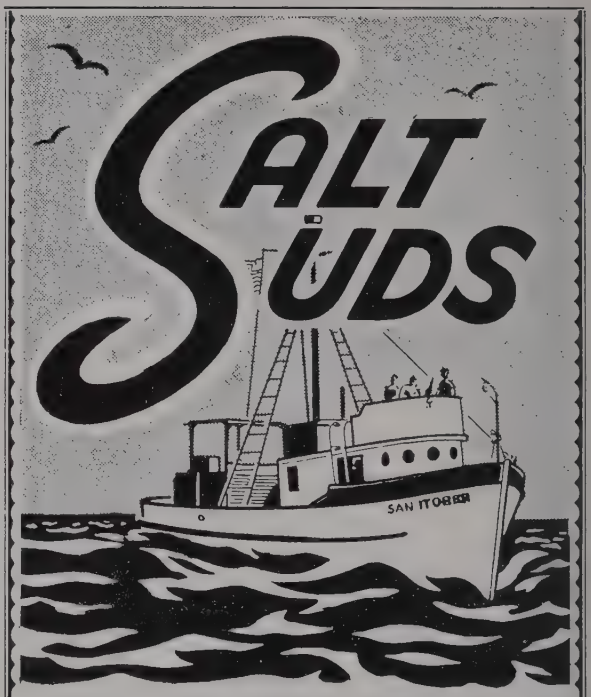

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Milady

By DOROTHY HARVEY

EMMETT ANDREWS, acting chief, reports that Dorothy M. Robey, home economist, is on leave on the West Coast. While there, she will confer with industry members in San Pedro, San Francisco, and Seattle, regarding the home economics phases of the fisheries educational program and will review the home economics program with the educatinoal staff of the Service in Seattle.

FOOD TOPICS, a national publication for food retailers, reveals a startling list of figures on the subject of "impulse" buying in retail stores. More startling is the fact that frozen fish, except for candy, is bought more on impulse (without planning when the customer entered the store) than any one of 34 classes of items carried in a retail store. In service stores, the percentage of frozen fish bought on impulse shows 66.6 per cent; Self-service stores, 73.3 per cent; both combined, 69.9 per cent. Total sales of frozen fish bought on the impulse is stated as being $93,077,000 in 1947. *Food Topics* lists three merchandising methods that are chiefly responsible for impulse purchases: 1. Display, 2. Self-Service, and 3. Suggestions by clerks. The last is of little value, says the report. By comparison, meat only accounts for 11.7 per cent of all impulse purchases (but that impulse costs $978,001,000.) Could it be then that the housewife has not been fully advised that fish is a good enough buy to be placed on the planned list when she enters a retail store? Could it be entirely price?

FISHERY foods are as good as meat for the human body. Tests conducted by Dr. Hugo W. Nilson, pharmocologist at the Fish and Wildlife Service laboratory in College Park, Md., and Miss Shirley J. Wilson, a graduate assistant in fisheries, to show the effect of a fish diet on the red cell count and hemoglobin value of human blood have proven that fishery foods are the equal of meat. The experiment was made in cooperation with the University of Maryland's College of Home Economics. It was the first of its kind in this laboratory to use human subjects. The results were announced last month. Six University of Maryland co-eds, 19 to 24 years of age, participated in the eleven-week experiment. They consumed a standard diet of their own choice for three weeks. Blood tests taken once a week during this period reported their red cell counts and hemoglobin values. During the next seven weeks, four of the girls stopped eating meat, and consumed fishery foods as the big noon-day dish of their diets. They ate fresh-water fish, salt-water fish, and shellfish—broiled, baked, steamed and fried. The two other girls continued on their regular diets on which meat was a chief item for the duration of the test. The four girls on the fish diet returned to their standard food fare in the last week of the experiment to provide a second check. The red cell count and hemoglobin value of the four girls on the fish diets remained the same as when they were eating meat. The counts and values were the same in relationship as the two girls' on the standard diets during the seven-week period. There was even an increase in the cell count and in the hemoglobin value for the four girls on the fish diets for several weeks. Nilson, in charge of the experiment, says that fishery foods maintain as good a red cell count and hemoglobin value in human blood as does meat. Hemoglobin is the chemical substance that forms the blood's red color and carries oxygen from the lungs to all parts of the body. Nilson says that protein and mineral content of fishery foods is also the equal of meat. One of his recent experiments showed that from 89 to 96 percent of fishery foods is digestible. Incidentally, here's a good dish. It's *Tuna Louisiane*:

1 can Tuna. Seasoned or Regular
2 cups cooked rice
1 tablespoon minced parsley
1 tablespoon minced parsley
1 tablespoon minced pimiento
2 tablespoons butter
2 cups canned tomatoes
¼ cup chopped onion
2 tablespoons diced green pepper
½ cup diced celery
½ teaspoon chili powder
¼ teaspoon salt

Ebb'n Flow

(*Continued from Page 19*)

for Eddie Silva. Manuel Bettencourt, Dutch Babcock and Ralph Madruga. The clipper has 150-ton tuna capacity, cruising speed of 10½ knots, is of wooden construction and 98 feet long. It has departed on its maiden voyage.

Another Fleet Birth. The Cecil Drake outfit recently handled a contract for construction of a 190-ton wooden tuna clipper to be built by the J. M. Martinac Shipbuilding company for Manuel Souza and Associates.

This clipper is to be about 100 feet long powered with a 8 cylinder 600 H.P. Superior diesel engine and also to have 2 8-cylinder Model D Superior auxiliary diesel engines driving 75 kil. Electric Machinery Company generators. All the pumping equipment is to be furnished by Fairbanks Morse Company and the ice machines are to be Worthington; two, 5x5 and one, 6x6. The vessel will have a monel tail shaft, Allen automatic pilot, Allen salt water evaporator, Rau stove, etc.

Lost And Found. *Kay G*, 28-foot fishing boat, adrift last month south of Coronado Islands. Towed in by *Sea Bat*. Engine failed about 35 miles from Pt. Loma, according to Skipper Alfred Shedd, 2822 San Diego Avenue, co-owner with William D. Ogilvie, 3239 Kettner. *Rusty*, owned by Dutch Holland of Newport Beach, towed in to San Diego Bay by *Sarah Jane*. Disabled near Todos Santo Island. Charles H.

(*Continued on Page 23*)

Neutral

George A. Wallace, Gen. Mgr., American Tunaboat Association, prefers a hands-off attitude toward Proposition 15.

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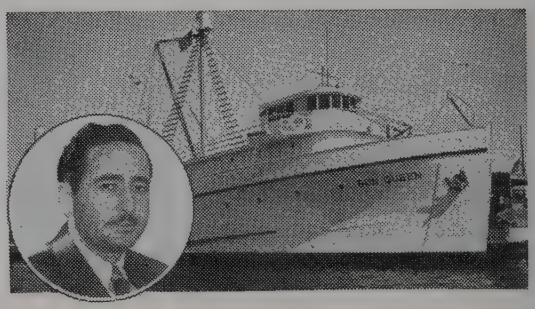

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Ebb'n Flow

(*Continued from Page 21*)

Henderson is owner of *Sarah Jane*. A pleasure boat, the *Nora Kate*, encountering engine failure at sea off the Southern California coast, was towed to Wilmington by the Coast Guard. The tunaboat *Queen Ann of the Sunset*, San Pedro, which had radioed she was sinking off the Baja California shoreline, notified Coast Guard headquarters in San Diego that the danger was over and the vessel was being towed in.

Yarns. Several months ago the more completely-stocked West Coast book stores received from Stanford University Press quantities of a little volume entitled *Fisherman's Pier*. Unpretentious in type face and rather primly bound, the book elicited, for several weeks, no more than a cursory interest from either reader or reviewer. But word-of-mouth advertising being what it is, the picture changed. Now, with sales steadily climbing, it looks as though the book will come through, and, if so, no one will be more indifferent to its success or failure than its author, James Clifford Safley of San Diego. Moreover, no one seems to know why Safley wrote *Fisherman's Pier* in the first place. Certainly it was not for profit, and it may be that one tale that's going the rounds is true: i. e., amused by the antics of people observed while fishing off the old Municipal Pier at Oceanside, he simply sat down and re-lived the stories on his typewriter: Yarns set down piece at a time while free from his duties as Managing Editor of the rather precise and detailed San Diego Union newspaper. A singularly able journalist, Safley, within the pages of the volume, shows himself to be capable of graceful English, but he is never stilted, nor does he strive for style or effect. Content, then, to be what actually represents "talking at random" in print, he has turned out a thoroughly interesting story of the men and women who fish off *Fisherman's Pier*—warm, interesting and human.

Call Signs. *FCC* in Washington has given no inkling as to when, if ever, information involving new call signs will be made available for print. Each licensee, however, will be notified of the call assignments to be used by the stations for which he is responsible, and date of the change.

Honored. Pope Pius has received in private audience Lawrence Oliver and his wife. Oliver is president of San Diego's American Processing Company, fish reduction plant; has headed the waterfront concern for 26 years, and is on an extended tour of Europe with his family, including his daughter, Doris, 23, and son, Norman, 18. They left San Diego March 17, sailed for Portugal and spent about a month in the Azores, visiting Oliver's birthplace, the tiny island of Pico.

Since then, they have toured France and Italy, and plan to go to Switzerland, Holland, Belgium, England, Scotland and Ireland before sailing for the United States on the *Queen Elizabeth* from Southampton, England, Oct. 16. The Olivers are expected home early in November, according to associates at the plant here.

The family belongs to St. Agnes Catholic Church, Point Loma. They reside at 815 Armada Terrace.

Another son, Richard, secretary-treasurer and superintendent of American Processing Co., remained in San Diego.

Humor Man

"Proposition 15 is put together in such a manner that it actually is funny," says Roy Beaton, General Manager, California Fish Canners Association. "You'd think all the sardine in the world has congregated in a little strip of water off the San Diego coastline."

THREE OF COAST FISHING COMPANY'S BIG FOUR ***are shown (left to right) in the new office building the company now occupies. Bill Hornstein, advertising manager; J. R. Biven, president and L. B. Irish, vice-president are together in Biven's office. Out of town when TUNAMAG snapped its shutter was Ralph Kemmerer, vice-president and sales manager. Described as "one of the nicest this side of the Mississippi" the building is cool and roomy.***

SAN PEDRO

Resigned. IFAWA Local 33, San Pedro, at a meeting last month, received the resignation of Pete King as secretary and voted to accept it.

King said he offered his resignation on the grounds that he could not carry out the will of the membership, particularly on two issues—opposition to the Marshall Plan and support of Henry Wallace for President. The membership is almost unanimously on record to support the Third Party and to oppose the Marshall Plan.

President George Ivankovich assumes the duties as secretary, pending the an-

(*Continued on Page 25*)

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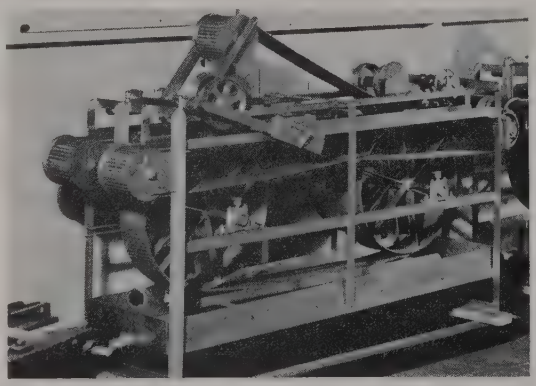

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Ebb'n Flow

(*Continued from Page 23*)

nual election, and Gilbert Zafran will serve as business agent for Local 33.

The meeting also proposed that the annual election be moved up from scheduled January, 1949, to November, 1948. Under the by-laws, this must be proposed at one meeting and acted on at the next membership meeting, which will probably be held during August.

Tough Baby. Chief Engineer E. W. Kates of the clipper Renown wondered why there was so much water in the engine room all the way home from Central American waters.

He found out.

A swordfish had tangled with the 126-foot clipper and ran its sword through three-inch planking. At Long Beach Marine Repairs, workers discovered the swordfish's 18-inch sword had run clean through the plank at a 45-degree angle. Fifteen inches of the sword was on the inside of the plank.

"We were taking five times as much water as normally in the engine room all the way back," Kates said. "It wasn't dangerous but it was a nuisance and I had to keep the pumps going all the way back."

The ship brought 274 tons of yellowfin and skipjack to California Marine Curing & Packing, Terminal Island. The fish were taken off Guatemala.

Warning Finger. Slats Kraljev of San Pedro is one man who has been continually on the move to defeat Proposition 15. Among the salient points he emphasized last month to groups of San Pedro listeners were: San Diego's fishing industry also would be cut off from state fishing waters if the measure is approved by voters in November. And if the San Diegans are assuming their fishermen can continue working in nearby Mexican waters, they probably are mistaken, because there is evidence Mexico will increase its license fees and place additional restrictions on fishermen if California does.

There are plenty of voters who will listen to Kraljev. A cafe owner, he has proven, by virtue of his booming business, that he knows his way around economically—and industrially.

Ridiculous Regimentation

That's what Donald P. Loker, French Sardine Company executive, thinks of Proposition 15. More of what Loker thinks and says about the Sardine-Freeze measure will be printed in the October issue of *Tunamag*.

Breaks. For the first time, fishermen can now get a genuine insurance protection plan covering occupational accidents, at a premium they can afford to pay.

H. C. Louis Inc., general agents, 86 Fourth St., San Francisco, is now offering this plan which provides $500, any medical expense resulting from occupational accidents PLUS $25 per week income up to 52 weeks, $1000 accidental death, $500 for loss of one eye, $1000 loss of both eyes, $1000 loss of two limbs, $500 loss of one limb, $1000 loss of one eye and one limb.

These benefits are payable in addition to any other benefits a fisherman might receive from any other source.

Fish poisoning, such as that being suffered by crew members on the "Pacific Explorer" from handling king crab, would be covered by the plan.

The plan is being issued by the famous Lloyds of London.

Premium is $25 per year for most fishermen and allied workers, $35 for fishermen on tuna bait boats.

HAWAII

Gold In The Land Of The Lei. Hawaii's tuna catch this season is expected to yield 13,000,000 pounds, according to the magazine "Paradise of the Pacific," quoted in the House of Representatives by the Hon. Joseph R. Farrington.

The tuna season in Hawaii runs from May to September, when 85 per cent of the catch is landed. The fleet is comprised of 240 or so men, and 20-odd boats of the sampan style.

The main problems confronting the industry are a shortage of live bait, and competition from California and South American canneries, the magazine said.

PITTSBURGH (Cal.)

All Out. Between 70 and 80 fishing boats from Pittsburg opened the commercial salmon season last month, averaging about 80 pounds each.

They get 23 cents a pound, up 4 cents from last year.

Around 200 boats will be operating out of Pittsburg at the height of the season, with another 100 or so joining the salmon fleet from nearby communities.

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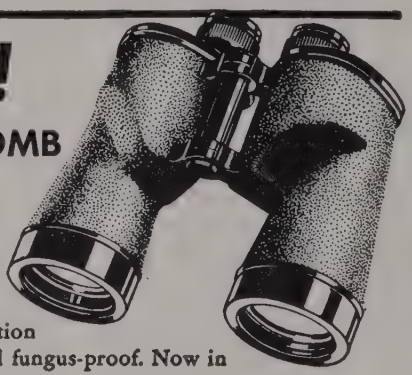

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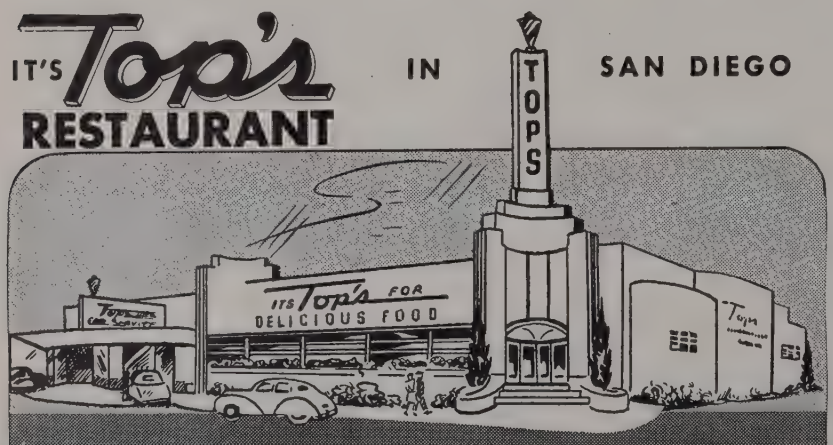

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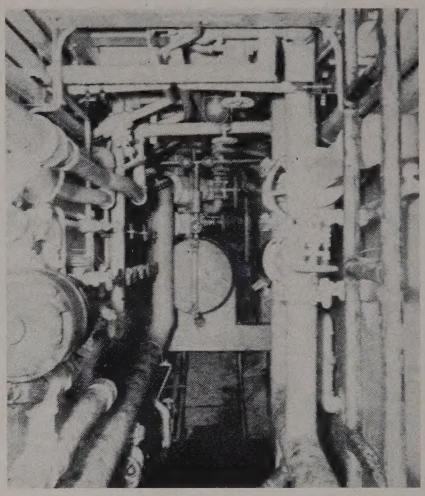

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IT DOESN'T MAKE SENSE!

Proposition 15 is merely an attempt by the COMMERCIAL SPORT FISHING interests to gain for themselves additional closed waters for their own personal enrichment. It doesn't make sense to close these waters for the benefit of a few and the sacrifice of many.

If Proposition 15 becomes law as a result of the November election over 12,000 commercial fishermen in Southern California may be prevented from earning their livelihoods. In addition to this some 7,500 cannery workers would also be seriously affected.

Fishermen and cannery workers account for some 78,000 family members that could be directly affected and caused to endure unnecessary hardships.

There are 125 canneries, in addition to numerous smaller smoke houses and fresh fish markets. These, too, would be forced to endure serious hardships due to much of their machinery and facilities becoming obsolete.

Unemployed fishermen and cannery workers plus obsolete machinery and facilities could only result in tremendous loss of tax revenue to the states, cities, and counties involved. This would force state, city, and county governments to seek tax revenue elsewhere. The taxpayers would have to foot the bill.

The annual value of fish processing in 1946 exceeded $102,000.00. If Proposition 15 becomes law this value would be drastically reduced, resulting in serious reduction in living standards.

Does it make sense to enact a measure so destructive to California's fourth largest industry for the sake of a handful of selfish people? Remember, the nation's strength emanates from its industrial greatness.

KEEP AMERICA on the RIGHT ROAD!

VOTE NO ON PROPOSITION 15

In the November Election

Cannery Workers & Fisherman's Union

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